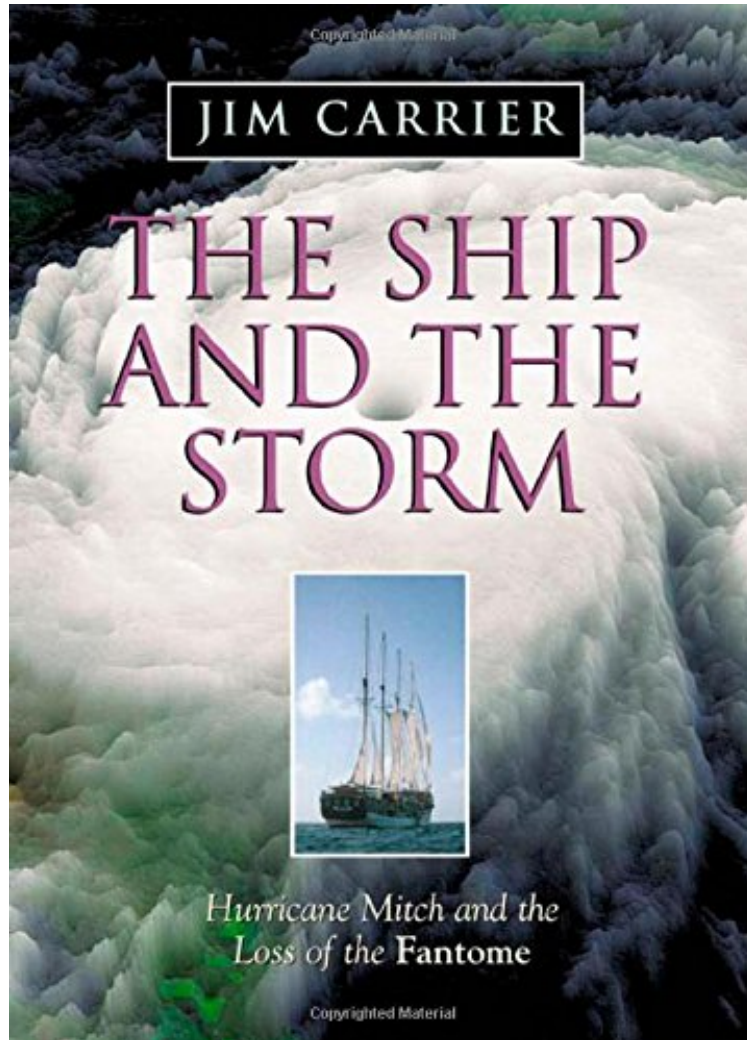


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The Ship and the Storm

Jim Carrier

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#617737 in Books 2000-10-16Ingredients: Example IngredientsOriginal language:EnglishPDF # 1 9.10 x 1.20 x 6.30l, 1.31 #File Name: 007135526X288 pages | File size: 34.Mb

Jim Carrier : The Ship and the Storm before purchasing it in order to gage whether or not it would be worth my time, and all praised The Ship and the Storm:

0 of 0 people found the following review helpful. Good story, too much technical dataBy AlabaasterOverall a good story about a ship in a storm. The beginning of the book was very good because it had a nice story line and a historical look at the Windjammer cruise line and the Phantome. But then it got sooooo technical. I learned more about hurricanes in this book than I ever care to know...lat/long, mb, wind speed, blah blah blah. I wanted more of a story line and not technical data about the storm.Therefore, I skipped a few chapters as it go really drawn out. If there were pictures to relate to the data that would have been a nice addition...otherwise I have no idea where certain lat/long is on the map.0 of 0 people found the following review helpful. Mother Nature Wins, Technology LosesBy Ron KJim

Carrier has written a comprehensive and very well researched account of a tragic event that reminds us not to mess with Mother Nature. Many readers may be tempted to compare this to a rather famous movie *The Perfect Storm*. The comparison in this book extends beyond the factors contributing to the meteorological storm itself, but goes on to describe a perfect storm formed by technological breakdowns, greed on the part of ship company owners, a legal system that invites avoidance rather than compliance with safety regulations, and an economic system that exploits developing world workers. Carrier explores the history of the national Weather Service, its successes and failures and the continuing attempts to develop better predictive technologies to forecast Hurricanes and other serious weather threats. In this part on technology, we also get to read about the hurricane hunters that fly into storms, drop sensors, and provide real time updates to those in headquarters issuing the latest information to those in harms way from weather events. This event happened in 1998. By this time, the average people in the street trusted government services such as these to provide accurate forecasts. Those in the government looked for ways to politely say these are estimates while at the same time reassuring the general populace about agency credibility. This quite possibly led to a major reason for the *Fantome* being at exactly the wrong place at the wrong time. Captain Guyan March trusted the technology. The *Windjammer* company owners at this time were two generations, both named Burke. Carrier describes the history of the company and the history of the ship, the *Fantome*. The ship had a history from 1925, the senior Mike Burke bought the ship in 1972 when it was in such a condition that it needed major overhauls and renovation. These types of operations can be done at great expense or on the cheap. As revealed in this book, when some parts needed replacement, there were no original parts in production to be purchased for replacement. Talented crew members could create workaround parts. These same crewmembers did not have education as machinists. To get the most profit for the least monetary outlay seemed to be the de facto motto of the founding Burke. Passengers on a cruise ship expect safety regulations as to operations and ship construction to be met. As Carrier reports, there are all kinds of regulations. They are written in various countries. Choosing a country of registration, adopting its flag, and following the regulations of adopted citizenship could be much cheaper than registering in and following the rules of, say, the US, despite the fact that the majority of passengers might be from the US. The friendlier regulations may have even been written by officials friendly to the industry for which they were being written. Even when a ship might be inspected by US officials; compliance was only measured by standards of the registering country. Although there are formal licenses and accreditation procedures for ship personnel, they don't apply to everyone. Many of the *Fantome* crew seem to be either self-taught or educated through a type of mentoring system from experienced crew. The extreme example of this was when three crew members could not disembark the ship at one port because they did not have proper visas. Trained professionals would not be lax in such a small administrative matter; a responsible monitoring company would not allow this to happen. The locally hired crew were paid much less than crew hired in more developed countries. Carrier details how, although aware, crew members accepted this system as better than available alternatives. Several may have felt obligated to stay with the ship when alternatives to leave were given them. I would have given five stars to the book except for two parts. There were the dream sequences on the part of several family members of those lost. This lent a paranormal, fiction quality to an excellent non-fiction work. Then there was the part toward the end of the book in which Carrier interviewed several marine professionals where they speculated on what may have been the last thing the dying men may have seen. This, for me, disrupted the serious, factual tone of the book. It is good, it is informative, and a book I would recommend for those who like the sea, people with angst about income inequality in a global environment, and (really this is not a stretch) even global warming. 1 of 1 people found the following review helpful. Compelling, harrowing tale of loss. By Capt Bob If you are a mariner of any kind, yachting, tugboats, deep sea, you should read this book. Hurricanes/typhoons are something mariners should NEVER underestimate. This well crafted narrative will tell you why in so many ways. The author weaves together several narratives covering the sad tale of the loss of the *Windjammer Cruises 'Phantome'* along with several other simultaneous events surrounding this event. The horrific nature and cruelly indifferent character of Nature's violence comes through very clearly. Eye witness accounts from survivors on islands affected by the same hurricane show very well why thinking of these storms as anything but destructive, death dealing events is criminally foolish. Recent events (the *El Faro* loss) are more easily understood after reading this account of a tragic loss. I could hardly put this book down till finished.

"Utterly compulsive and unputdownable--the most exciting, authentic, and humanly moving of all the recent Storm books. Brilliantly paced and perfectly balanced. . . . Carrier is a marvelously trustworthy narrator. . . . A terrific book."--Jonathan Raban, author of *Passage to Juneau: A Sea and Its Meanings* and *Bad Land: An American Romance*
"A wonderful story. An extremely well-written account of the events as I knew them. I commend Jim Carrier for a magnificent job."--Jerry D. Jarrell, Director, National Hurricane Center
In October 1998, the majestic schooner *Fantome* came face-to-face with one of the most savage storms in Atlantic history. The last days of the *Fantome* are reconstructed in vivid and heartbreaking detail through Jim Carrier's extensive research and hundreds of personal interviews. What emerges is a story of courage, hubris, the agony of command, the weight of lives versus wealth, and the advances of science versus the terrible power and unpredictability of nature.

.com In October 1998, a wayward tropical storm blossomed into one of the most powerful hurricanes in modern history. When it finished its devastating course throughout the Caribbean, Hurricane Mitch had killed thousands of people, left hundreds of thousands more homeless, and destroyed whole towns. Journalist Jim Carrier turns up a small but telling incident: the disappearance of a 282-foot schooner called the Fantome. Guided by a young but accomplished English captain and manned by seasoned West Indian sailors, the cruise ship put into port in Belize to discharge its passengers, then set out to sea in an attempt to outrace a storm that, defying expectation, changed its course and in the end sent the Fantome and its crew beneath the waves. All that was terrible enough; added to it was the legal battle that awaited the crew's survivors, one that hung over the disaster "like a poisonous cloud." Following the Fantome's course hour by hour, Carrier covers all aspects of the incident thoroughly and sympathetically. His book makes a compelling companion to Sebastian Junger's *The Perfect Storm* as a fine reconstruction of a maritime tragedy, one that does honor to the unfortunate dead. --Gregory McNamee

From Booklist

In October 1998, Hurricane Mitch terrorized the Caribbean and Central America, leaving thousands dead, causing billions of dollars in damage, and crippling countries. In the midst of it struggled Guyan March, captain of the Fantome, the largest ship owned by Windjammer Barefoot Cruises. Having determined the Fantome was too big to seek safe harbor in any of the nearby ports, Windjammer and Captain March made the last-minute decision to take the ship out to sea in an attempt to get out of the storm's path. Carrier's account of this desperate race traces the development and erratic path of the storm as it consistently defied all predictions, relates the communications between Windjammer and the Fantome as they ran out of options, and pieces together what must have been the last few minutes of the ship and of the crew's lives. The heart-wrenching testimony of the crew's families, horror stories of survivors on land, and scientific background from the meteorologists provide a thoroughly detailed context in which to view one of the worst hurricanes in recorded history. Gavin Quinn

Copyright American Library Association. All rights reserved "Carrier does a first-rate job of giving individualized life to the star-crossed crew of the Fantome, rendering this dark drama of duty and courage amidst nature's fury gripping but never exploitative." (Kirkus s 2000-10-15)